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S-E-C-R-E-T

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COUNTRY Hungary

REPORT

SUBJECT

Hungarian Industrial and Military Installations:

DATE DISTR.

12 AUG 1958

NO. PAGES

1

REFERENCES

RD



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DATE OF INFO.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1.  six Hungarian reports, including sketches of locations, with a  summary attached to each report. 25X1
2. Description of these reports is as follows:
  - a. Types of military equipment and personnel near Pusztaszer and at Kiskunfelegyhaza (7 pages).
  - b. Hungarian State Iron, Steel and Machine Works Locomotive and Machine Factory (MAVAG Mozdony- es Gepgyar), Budapest (7 pages).
  - c. Stalin Iron Works at Sztalinvaros (6 pages).
  - d. Ikarus Auto Body and Vehicle Factory (Ikarus Karosszeria es Jarmilgyar), Budapest (6 pages).
  - e. Military installations at Kiskunhalas (6 pages).
  - f. Industrial plants (6 pages).

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B. The large army POL storage area at Kiskunfelegyhaza: The area is located about 5 kilometers south of Kiskunfelegyhaza near the number 103 elevation point (see attached sketch No 1).

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There is one 2-story building, three 1-story buildings and numerous warehouses and sheds. There are three silver-colored metal storage tanks, each about 45-50 meters in diameter and about 6-8 meters high.

the tanks are sunk into the ground and hence their real capacity is indeterminable. A railroad spur from the Szeged main line leads into the area.

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Troops with brown, maroon, and green collar patches are stationed in the area. The exact number is unknown.

The area security is executed by green-patch guards. There are two guard towers near the fence, and twin rows of 3-meter-high barbed wire fences about 8-10 meters apart.

C. The border guard POL storage area near Pusztaszer. The area is about 6 kilometers north of Pusztaszer (see attached sketch No 2).

there are two storage tanks identical to those described in section B.

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Troops in the area are from the border guard. There are two or three guard towers and twin barbed wire fences such as described in section B.

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D. The fate of re-enlisted senior NCOs: When the enlistment of senior NCOs is up, they may re-enlist and receive a one-month's pay bonus as well as a complete outfit (broad-cloth, worsted, and twill). If they choose not to re-enlist, their recruiting headquarters places them in civilian positions. Party members are placed in the best positions. If there is no action within six months of the date of discharge, the men must be picked up by the employer they had before entering the service. If the individuals do not desire to return to their original employers, they return to the recruiting center for further negotiations. At the time of discharge, they must hand in all items of clothing which have not been worn for the allotted time. The individual may keep all other clothing.

E. Specialty numbers (szakmai szamoszak) in the soldier's books [MOS-s]:

The  following MOS-s:

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I/1	rifleman in first age group
I/2	" " 2nd " "
I/3	" " 3rd " "
12/1	artilleryman in 1st age group
12/2	" " 2nd " "
12/3	" " 3rd " "

Individuals in anti-tank and mortar units receive infantry MOS-s with an abbreviation of their duty in the number. For instance:

I/pct [panceltoro, anti-tank]

I/av [aknaveto, mortar]

The logistic MOS-s run from 213-216.

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The first age group includes those through 40 years of age; the second age groups, through 50 years; and the third, through 60 years of age. This holds for both officers and enlisted men.

✓ F. Miscellaneous:  two type<sup>2</sup> of propaganda shells.

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One has an instantaneous fuse. It explodes, ejecting a case which falls apart under air pressure. The propaganda leaflets fall from this thin case, often slightly singed. The second type has a time fuse which explodes emitting the leaflets immediately. Both weight 8.6 kg and can be fired only from a 76.2-mm cannon.

✓  Egerfarmas.

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In sketch No 2: Petermonostora is a village; Kiskunfelegyh<sup>h</sup>aza is a town; Pusztaszer is a town; "f<sup>L</sup>outvonal Szeged fele" means the main highway to Szeged; Teiche are lakes; and Treibstofflager is the POL Depot.

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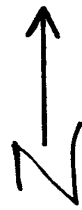
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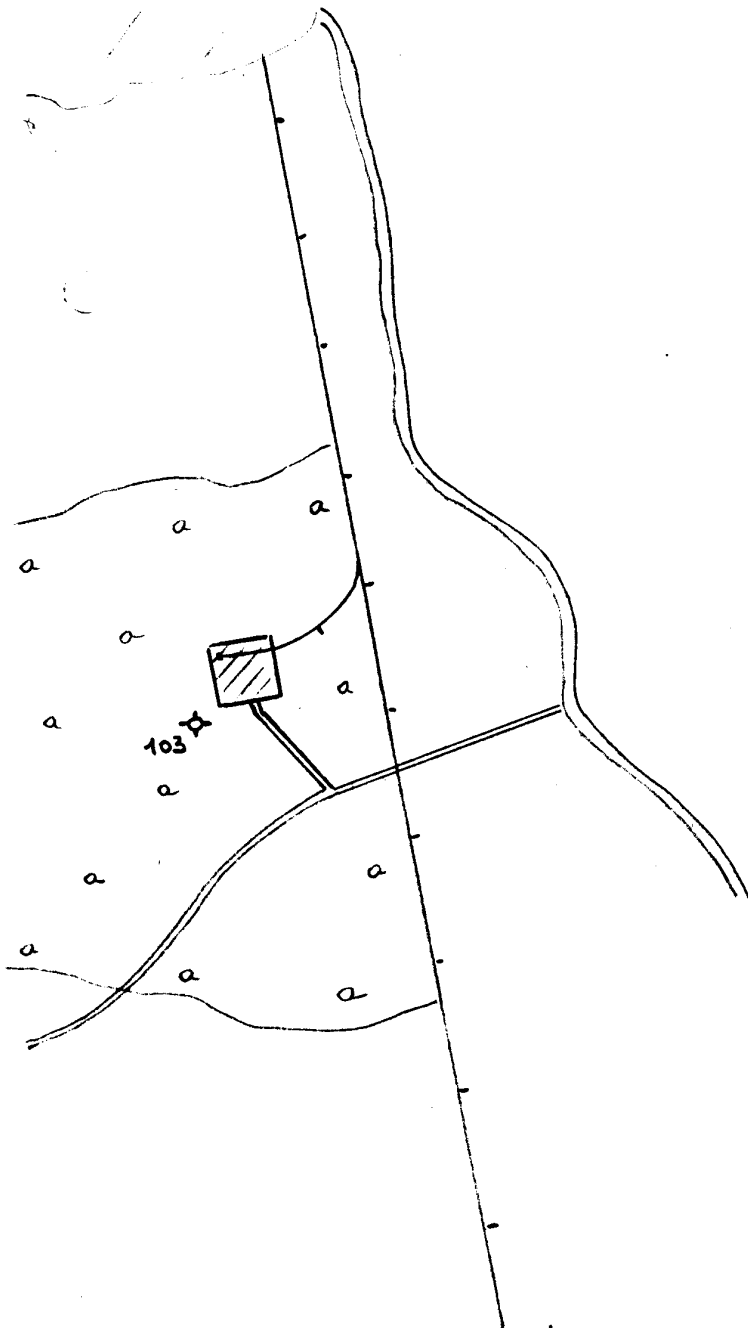
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Kiskunfélegyháza,



1. sz. vázlat

Kraftstofflager bei Kiskunfé-  
-egyháza.

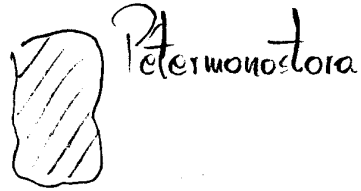


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2. sz. vázlat



Treibstofflager



schütterer  
Wald

Pusztaszer

Kraftstofflager  
bei Pusztaszer

Chunfelerphora

fictional  
Soyed felé

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A. Kecskemet Machine Factory:

The plant is located on the road to Bugac, (No's 4-12). It is composed of four large, old buildings and several new, smaller ones. It employs about 30-40 office workers and 340 workers. There are three 8-hour shifts, but some shops work only one shift.

Equipment includes three cupola furnaces, and various iron-working machines. Some items produced are household goods, pots and pans (for the army also), bathtubs, and parts for farm machinery. Construction capacity unknown.

There are about 20 factory guards of which five or six are on duty at one time.

B. Ball Bearing Factory, Debrecen:

Location [see attached sketch No 1].

they make ball bearings. The factory is large and completely new (1954-1955).

25X1

C. Oil refining plants or larger oil industry installations:

there were oil installations of one kind or another at the following places: Bakura, Debrecen, Hahot, Nyirbogdany; Mosonmagyaróvár (petroleum refinery), Ószony, and Szolnok.

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D. A coal mine at Herend: [See sketch No 2]:

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[redacted] The mine was opened in 1953, and a railroad line was laid to it. The area belongs to the Varpalota Mine Directorate.

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The mine employs 1,200 men, who work three shifts. In 1954, the daily yield from two shafts was about 40 Vagon [one vagon equals 10 metric tons]. By this time, the yield has increased and possibly new shafts have been opened.

E. Army news: [redacted] a mechanized artillery unit at Sumeg.

[redacted] an antiaircraft artillery unit in Budapest. The barracks was at 62 Robert Karoly-ut, [redacted]

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[Notes on sketch No 1.]

"uj gyar" is new factory

"Debrecen belvaros" is Debrecen City Proper.

[Note on sketch No 2]

"szenbanyak terulete" is the coal mine area.

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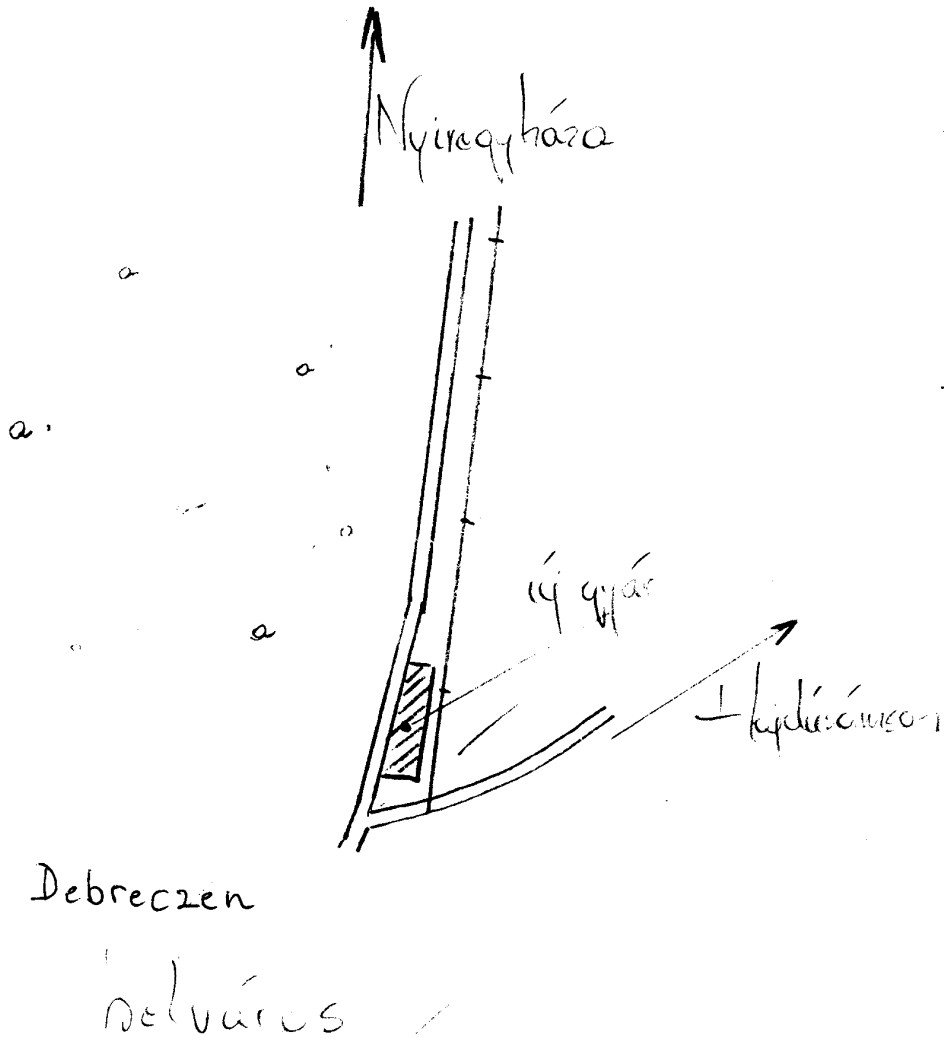
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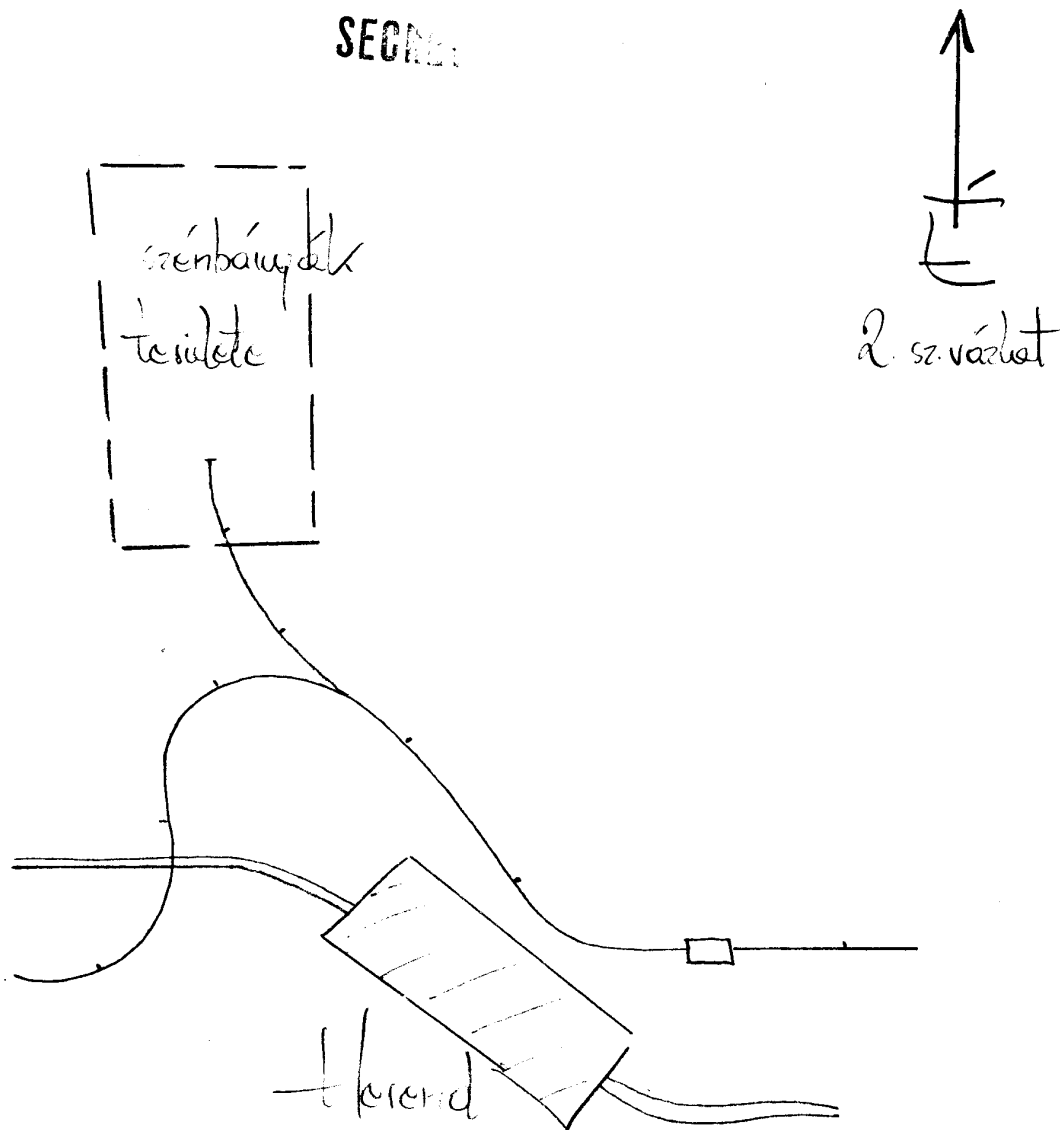


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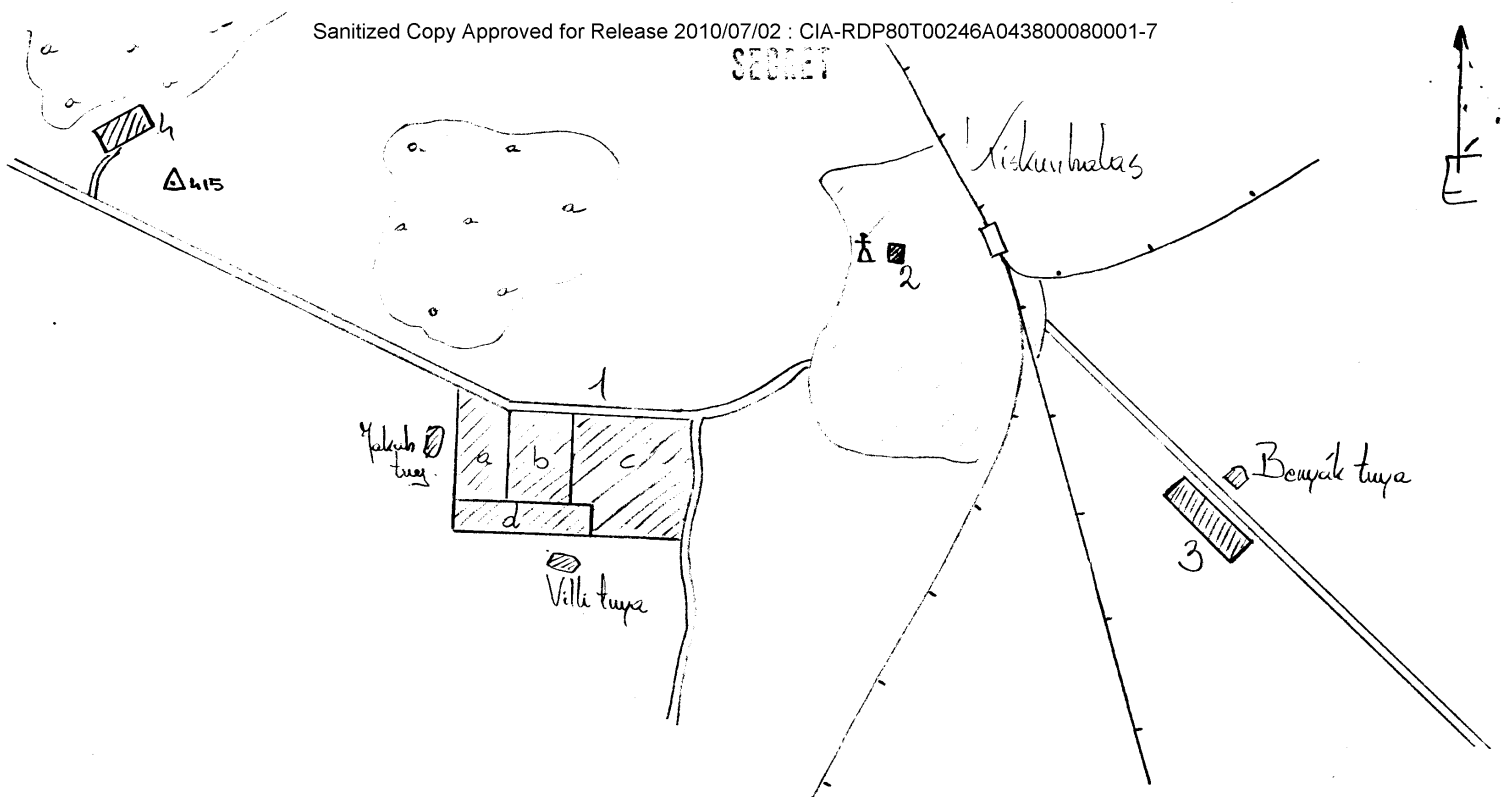
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This document deals with military installations at Kiskunhalas.

1. A large new barracks built in 1950/51 lies one kilometer west of Kiskunhalas and is called the Bem Barracks. (No 1 on the attached sketch.) The area is about 3 kilometers x 1.2 kilometers and is completely bare, with no trees, or bushes.

The camp is enclosed by a 2.5-meter-high barbed wire fence. The individual areas within the compound are also separated by a fence. The a, b, and c areas [see sketch] are: a) armored barracks b) artillery barracks, c) infantry barracks.

There are eight 3-story barracks, each having a machine gun emplacement atop it. Total capacity of the camp is about 6,000 men. [redacted]

[redacted] Area "d" [see sketch] is the rifle range, with entrance from the camp. Troops at installation include

a. A mechanized infantry regiment [redacted] Its organization is; regimental staff, regimental support group, and three battalions. It is a type "A" regiment of about 2,000 men.

Regimental vehicles include Dodge weapon carriers, Molotov, Raba, Csepel 3.5-ton, Jeeps, Pobjda (for the Soviet advisor), and four 76mm assault guns. The drill area is at the Kistelek army camp, (division headquarters).

The commander of the 1st Bn is Major Janos Kiss. [redacted]

[redacted]

In 1950, the infantry regiment at Komarom was reassigned to Kistelek where it became two regiments. The above regiment was sent to Kiskunhalas and the other to Kiskunmajsa [redacted].

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b. Artillery regiment: The second unit stationed at the camp is an artillery regiment of 800-1,000 men, equipped with 122mm guns. [redacted]

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c. Tank regiment: about 1,000 men, equipped with T-34/85 tanks.

All three regiments were under the command of the Kiskunfelegyhaza Division headquarters.

2. There is a barracks in town also. [See No 2 on sketch] It is opposite the big church. [redacted] it houses an artillery brigade headquarters.

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3. The Szeged Barracks is on the road to Szeged opposite the Benyak camp. [See No 3 on sketch.] It is a large, rather new barracks. [redacted]

[redacted] there is an artillery regiment stationed here under the command of the artillery brigade headquarters. There is also a signal battalion under the command of the division headquarters at Kiskunfelegyhaza.

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4. There is a border guard barracks in the area, [redacted]

[redacted] it houses a border guard battalion headquarters.

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5. Post ordnance depot is shown as No 4 on sketch, behind Kakas Hegy. The area is about 700 x 500 meters, enclosed by a double barbed wire fence. There are four guard towers at the four corners, each equipped with spotlights. The area includes one guard building, one percussion-cap warehouse, and ten 10 x 28 meter storage buildings ringed by breastworks. There are about 22 guards chosen from all units in the area.

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6. The infantry regiment is building defensive emplacements near the Yugoslav border with a complete trench system. These emplacements extend from triangulation point 138 at Kocskas to 300 meters west of the Kelebia railroad track. East of this point, the emplacements are under the jurisdiction of the units in Kiskunmajsa.

[redacted] the status of the army at Kiskunhalas is the same as in 1956, because the Kiskunfelegyhaza Division was under the command of III Corps, which was the only corps that admitted its part in the revolution. [redacted] it is still intact.

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[Notes on sketch: Jakab, Villi, and Beryak are small camps.]

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The Ikarus Auto Body and Vehicle Factory, (Ikarus Autokarosszeria es Jarmugyar) Margit-utca 22, Budapest XVI, "Matyasfold" suburb.

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The plant can be converted to military manufacturing in about 24 hours and would have an aircraft manufacturing capability

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Before the expropriation, the factory was known as the Uri Brothers' Auto Body and Aircraft Factory (Uri Testverek Autokarosszeria es Repulogeppgyar).

The northwest side of the factory is bordered by farm land, but the other three sides are populated. On the Szilas creek side, the area is just being built up.

The factory is enclosed by a 2-meter-high wooden fence, and in places by a concrete fence. The area is roughly a square 500-600 meters on a side. The groundplan is shown in the attached sketch. Legend for this sketch follows:

1. Culture hall
2. General store
3. Vehicle entrance and exit
4. Paved, partially landscaped area.
5. Workers' entrance
6. Main building: includes office of the head of the police department
7. Women's and men's searching area.

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8. Bicycle and auto parking lot
9. Administration building
10. Old and used car storage area
11. Assembly shop
12. Polishing, and painting shop
13. Completed chassis storage area
14. Welding and motor testing shop
15. Plating shop
16. Upholstering shop
17. Group of buildings, purpose unknown
18. Group of storage buildings

During the revolution, there were 6,000-7,000 employees, 45 percent women. There are three 8-hour shifts with overtime in case of a heavy workload.

Factory equipment includes: cold presses, lathes, planing machines, block testing stands, welding apparatus (electric and oxygen), milling machines, grinders, polishing machines, upholstery machines, etc.

Items manufactured include:

a. Buses: Ikarus 33 front engine

"	35	"	"	
"	51	"	"	
"	53	rear engine	70 passengers	
"	55	"	"	100 "
"	66	"	"	100 "

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- b. Ambulances: Ikarus, type 33, 15-20 passenger ambulances, primarily for the army and police.
- c. Ikarus, type 35, X-ray buses.
- d. Loudspeaker trucks, exclusively for the army.

The daily production quota for 1958 is about 15-20 vehicles in all. It requires about 220 minutes to paint a bus.

Raw materials are shipped from the Miskolc Hengermu (rolling mill) by train to the Matyasfold BHEV [Budapestkornyei Helyierdeku Vasut, Budapest Suburban Railroad] station, and from there on trucks to the factory. Parts such as motors, axles, and bearings are received from Csepel by truck.

Finished products for Hungarian use leave the plant under their own power. Those for export are shipped by train to the USSR, Czechoslovakia, Poland,  Tibet, and China.

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There is one officer of the guard and 36 civilian guards equipped with 48M rifles and carbines. The firefighting crew consists of one officer and 30 men. The air-raid warden holds classes and everyone has some civil defense training. Up to the revolt, there were six AVH men in the plant: they carried out inspections. All gates are of the double type. They are closed at all times except for the workers' entrance. Here there are always two men checking everyone. The police office is at the gate, and they give out the passes.

There are spotlights at all four corners of the grounds in the guard towers. The lights are on all night. The towers are 6 meters high and have telephone contact with each other. The guards have phone contact with the District XVI police headquarters, the recruiting office, and

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the army motor pool. Reinforcements arrive three minutes after the call is made.

Wages calculated in forints per month are:

office worker - 860-1,200

skilled worker - 1,100-1,600

laborer - 700-1,200

police - 1,250 (24 hours on duty and 24 hours off)

firemen - 1,250

The discipline and morale in the plant are not good. Absenteeism is common, and quotas are never met. The workers are dissatisfied with the pay and say they earned better under the Uri Brothers.

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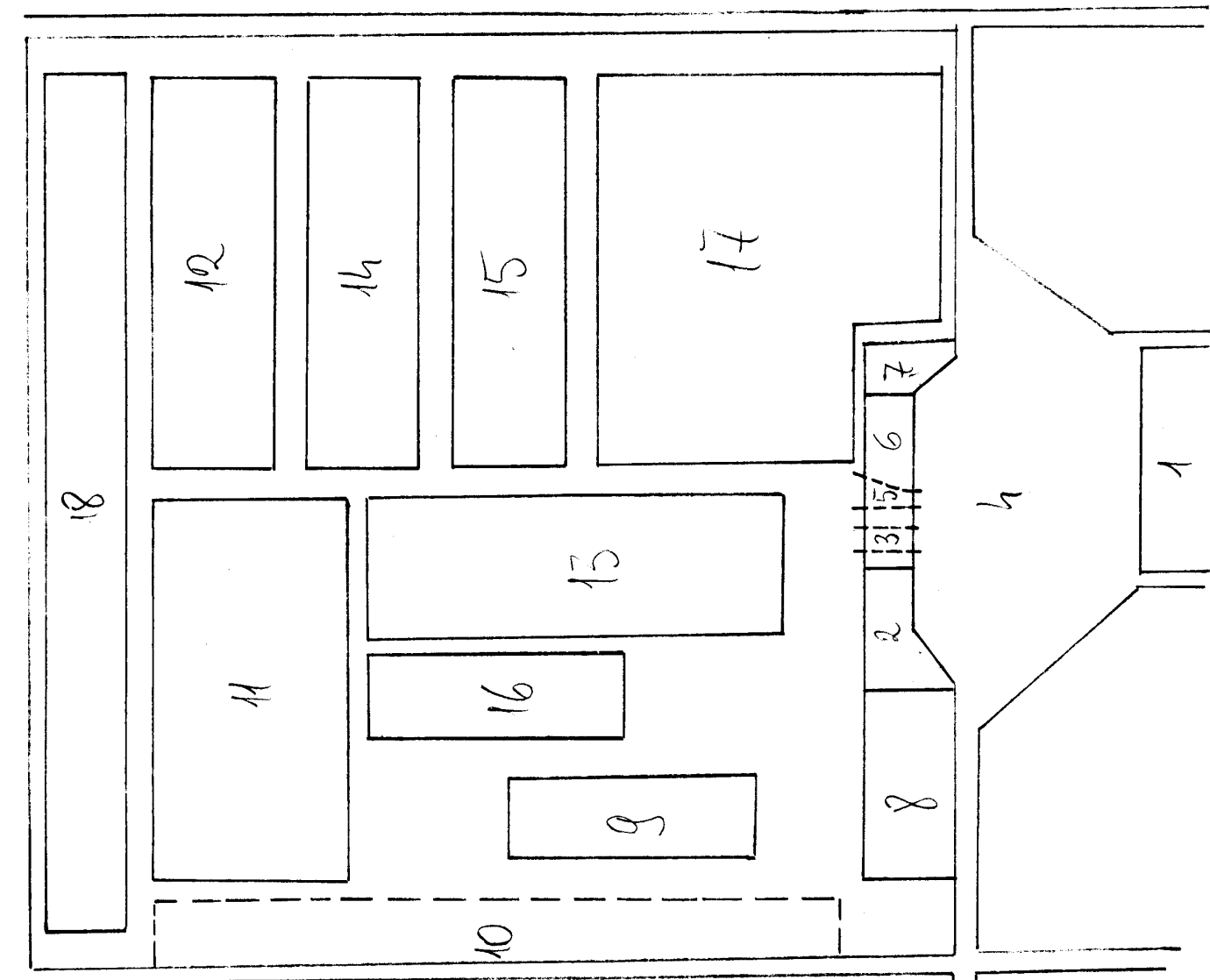
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Az IKARUS- autokarosszériagyár alaprajza.

Budapest, XVI./Mátyásföld/, Margit utca 22.



Megjegyzés:

Az egyes objektumok számok szerinti magyarázata  
a szövegrész 3./ pontja szerint.

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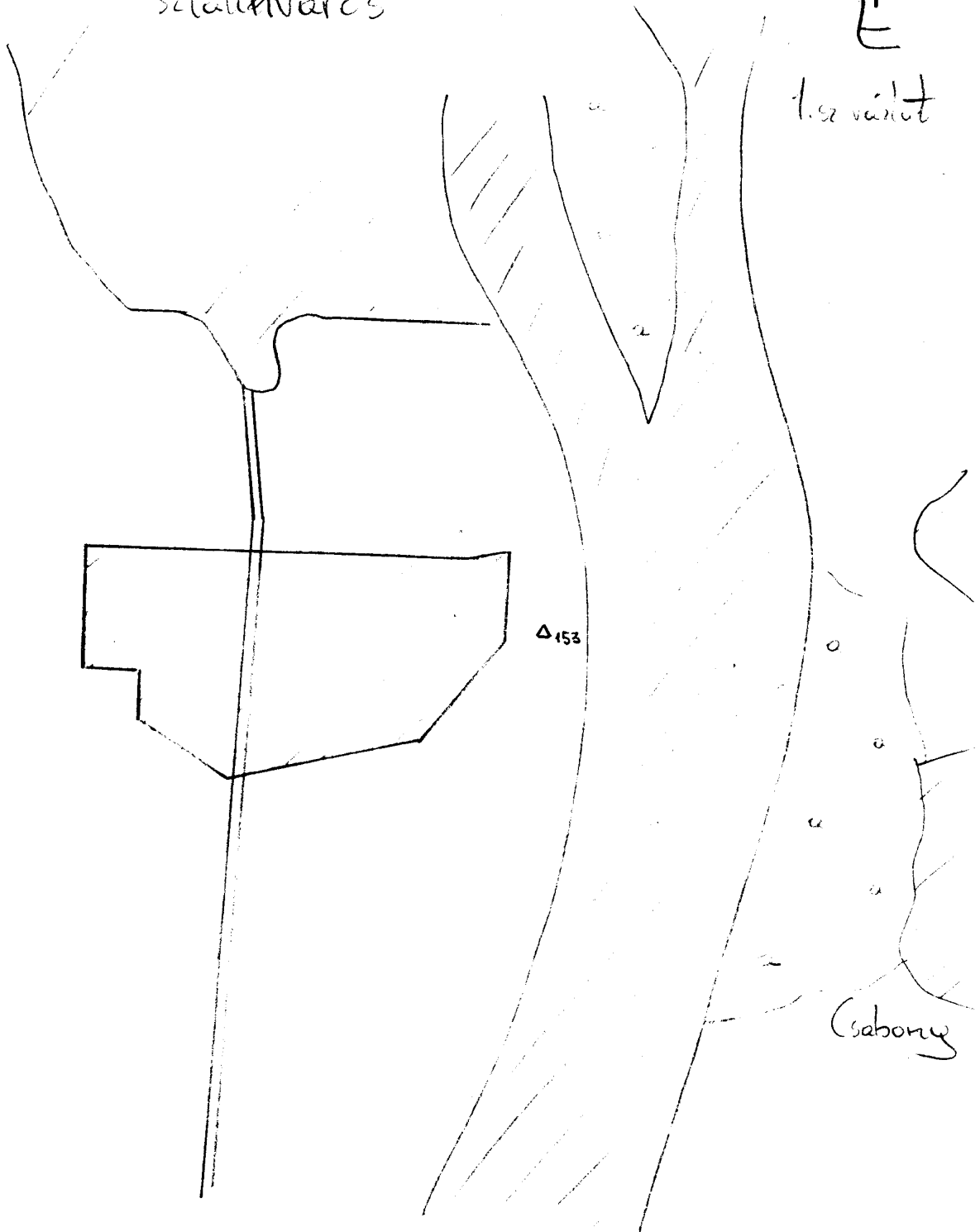


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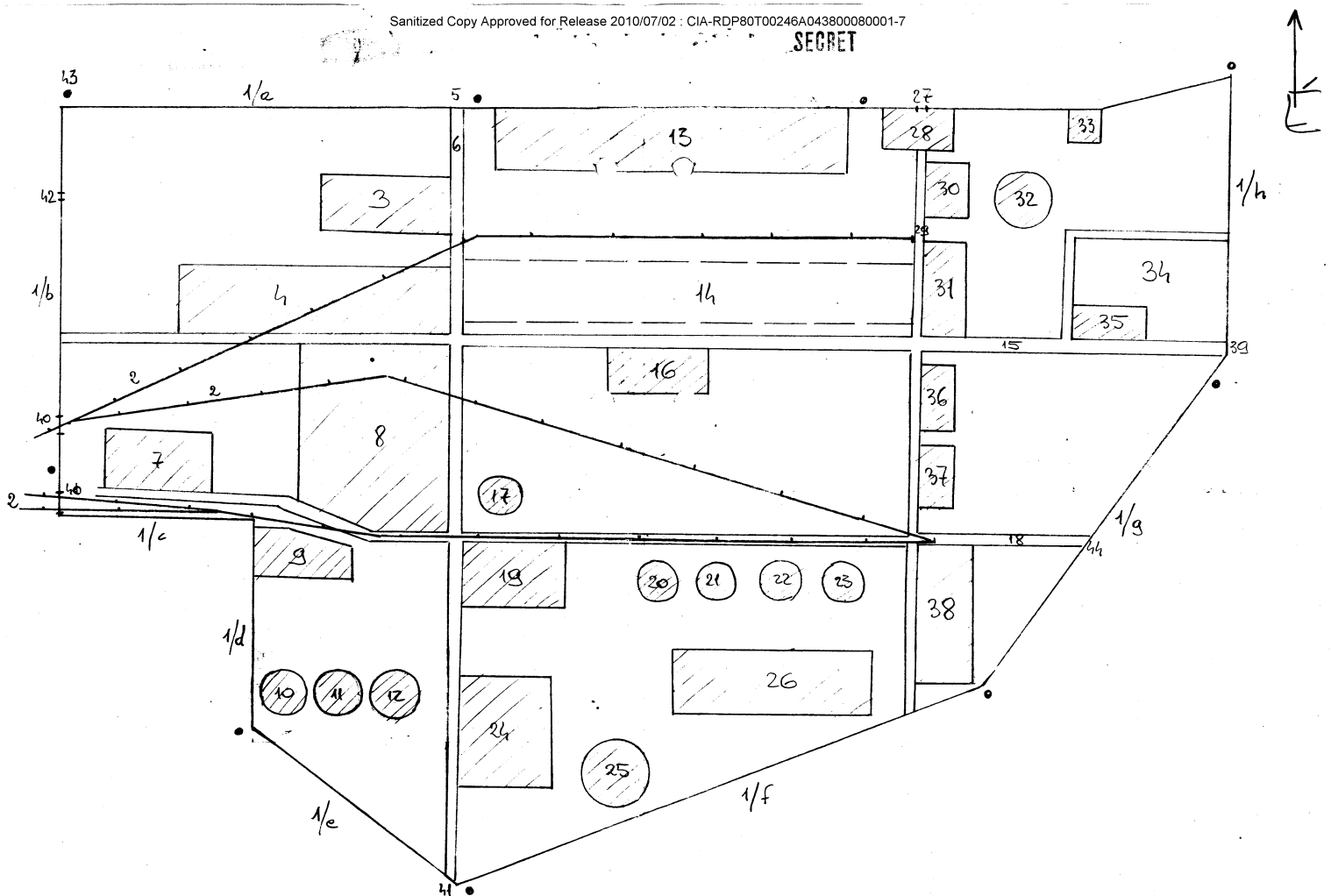
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1. sz. várat



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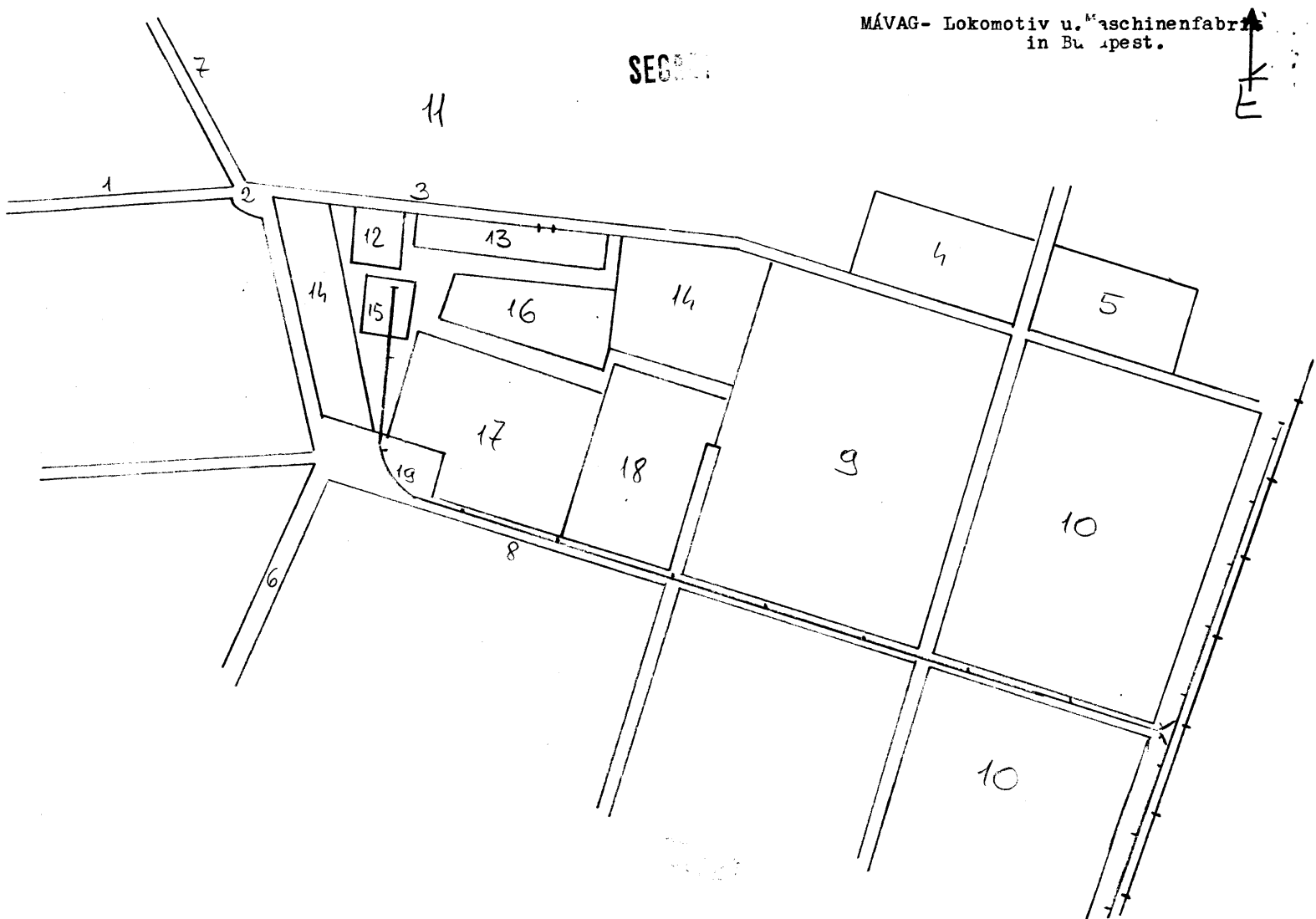


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[REDACTED]

This document deals with the Stalin Iron Works (Sztalin vasmu) at Sztalinvaros. [REDACTED]

The

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[REDACTED]

headquarters for this enterprise is in Budapest.

The exact location of the plant is shown on sketch No 1.

The detailed groundplan of the iron works is shown on sketch No 2.

Legend follows: 1/a through 1/h, sections of 3-meter-high concrete fence.

The lengths are listed in meters.

2. Factory railroad tracks (single lines)
3. Reinforced concrete factory
4. Cold rolling mill; 400 x 100 meters; a very high, large hall.
5. North gate; double door of iron-reinforced wire.
6. Main factory road; 8 meters wide, paved
7. Fire brick factory; a group of buildings; about 800 square meters; supplies brick to the entire complex.
8. Martin shop; area about 3,000 cubic meters [sic]
9. Sulfate shop; about 100 x 40 meters; three stories;
- 10-12. Very large gas tanks. (Same size as regular city tanks.)
13. Warehouses
14. Crane tracks (There are many cranes). This area also used for storing the larger castings; about 1,000 square meters.
15. Factory street called Keleti-ut.
16. A building called Mesz-dolomit [lime-dolomite]. [REDACTED]

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Four stories high covering area of 150 x 60 meters.

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17. Steel-reinforced guard tower 30-35 meters high, equipped with spotlights which can light the entire factory area.
18. Factory street called Kokszo-ut.
- ✓19. Coke ovens, 3 stories high. These ovens use coal from Kömlö.
- 20-23. Four coal storage silos for the coke ovens. Capacity of each -- 800 carloads.
24. Two-story coke laboratory.
25. Water tower, 50 meters high and 30 meters in diameter.
26. Coking [conveyor?] belt building; 300 x 100 meters; 3-story; coking operations depends on this
27. Main entrance to factory and administration building
28. Administration building; three stories; 100 x 30 meters
29. Road called Ontode-ut
30. Mechanics shop; two stories; 150 x 80 meters
31. Foundry; 3 stories; 200 x 80 meters
32. Shelter; round building; 40 m. in diameter; two stories; made of 80 to 100 - centimeter-thick reinforced concrete.
33. Fire house; two stories
34. Scrap-iron yard
35. Locomotive repair shop; two stories
36. Power hammer; 2 stories; about 100 x 50 meters
37. Central laboratory; one story; 100 x 40 meters
38. Power plant; 200 x 80 meters supplies most of the power for the factory.

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39. East gate
40. Railroad outlets
41. South gate
42. West gate
43. (red dots) 9 guard towers 6-8 meters high
44. Coke gate.

Sztalinvaros is about 800 meters from the north gate. About 100 meters from the east gate is a dwelling area for about 3,000 individuals. 200 meters from the south gate is another dwelling area for 4,000 individuals.

In 1956, the Factory Construction Enterprise employed about 4,500 individuals. When construction began, the number of plant employees was 16,000-18,000 most of whom were sent to Tisza<sup>P</sup>alkonya and Diosgy<sup>11</sup> on important projects. Hence the construction at the main plant slowed down considerably. At the outbreak of the revolution, they were working on many new buildings, and the number of completed buildings was negligible.

[redacted] the  
revolt caused much chaos in these areas. Of the 4,500 employees mentioned above, about 40 percent were women.

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[redacted] numbers of personnel in only three  
departments of the plant:

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- 1) Mechanics shop: 340 persons per shift, 1,000 in all
- 2) Foundry: 500 per shift, 1,500 in all
- 3) Power hammer: 130 per shift, 400 in all

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The entire document deals with The Hungarian State Iron, Steel, and Machine Works Locomotive and Machine Factory, (MAVAG Mozdony es Gepgyar) located at 10 Kobanyai-ut, Budapest. The legend for the attached sketch follows:

Locations outside the factory area:

1. Baross-utca
2. Orczi-ter
3. Kobanyai-ut
4. The old Tobacco Factory (Dohanygyar)
5. MAV [Magyar Allamvasutak, Hungarian State Railroads] Chief Northern Works.
6. Orczi-ut
7. <sup>10</sup>Falmei-ut
8. Villam-ut
9. Ganz Truck and Machine Factory
10. People's grove
11. Jozsefvarosi railroad station. Locations within the factory area:
12. Lathe shop
13. New multi-stor<sup>ed</sup> administration building, completed in 1956.  
Also main entrance.
14. Boiler-making shop
15. Shop for assembling locomotivesfor export.
16. Locomotive assembly shop.

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17. About 30 small one-story buildings: factory stores, storage buildings, etc.
18. Factory directors' and workers' living area which is separated from the factory proper by a concrete fence. The entrance to this area is from Zsak-utca. The culture hall with a 1,000-person capacity is also in this area
19. Broad gauge (Russian) railroad line which leads from No. 15 through the back entrance to the Kobanya main line, where there is a testing area where the test runs are held. This special railroad spur also branches off into the Ganz factory which also uses the test grounds.

The plant employs about 12,000 people, of which 16-20 percent are women. The plant operates three 8-hour shifts of about 4,000 individuals each. The factory officers work only during the day shift.

The plant equipment consists mostly of steel presses, turn benches, machine tools, milling machines, grinding machines, turners' lathes, and motor testing benches. The items manufactured are various types of locomotives, engine boilers, boilers, threshing machines, mowing machines, combines, earth moving cranes, tractors, bridge parts, and armored vehicles.

the following quarterly quotas: 10-12 locomotives, up to 24 engine boilers, 15-20 boilers, 10 threshing machines, 40-45 mowing machines, 6 combines, 3 cranes, 35-40 tractors, 6-8 armored vehicles.

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Raw materials arrive from Csepel, Diosgyor, Dunapentele, and Salgotarjan by train and truck. They arrive from the USSR, East Germany and Rumania by train. In turn, the finished products are shipped out by train. The

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✓  the following exports in 1956/57: broad-gauge locomotives  
✓ shipped to the USSR on standard-gauge lines, cranes to China and Korea,  
bridge parts to Rumania.

Plant security is carried out by one officer of the guard, two deputy officers, and 60 guards armed with 48 M [possibly Mossin-Nagant, M-1891/30 Soviet] rifles. The fire fighting group is composed of one officer and 30 men. Air-raid wardens are taken from the guard and fire-fighting units, but every worker has air-raid training.

There are 2.5-meter-high concrete fences wherever there are no buildings. There is no barbed wire atop these fences.

The main entrance is used by all workers. Here they check in and out and are searched. The back entrance is used strictly for shipping out finished products.

Salaries are calculated in forints per month, and are as follows:  
Director, 5,200; Chief Engineer, 3,800; Engineer 1,400-2,000; skilled worker, 1,200-1,600; office workers, 860-1,100; laborer, 800-1,200; shop foreman 1,300-1,500; locomotive engineer, 1,500-1,600; fireman, 1,150; janitor, 800; armored vehicle driver, 1,650 (just one of these).

The factory also repairs old locomotives. There is a standard-gauge track heading north out of the plant to the Jozsefvaros railroad station. (This is not shown on the sketch.) The broad gauge track which runs across Villam-ut to the test area was built about 1946/47. Before this, it had been a standard track, but they added another track so that now it can be used by both standard- and broad-gauge locomotives.

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There is much heavy-guage armor plate stored in the main warehouse.

[redacted] these were for armored trains, but the factory  
has not made this type plate since the war, so this material might have  
been left over from the late thirties. [redacted]

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[redacted]  
[redacted] The only thing [redacted] about the armored vehicles is that  
they are four-wheeled, and they go equally fast in either direction.

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Finally, the number of party members in the plant is 2-3 percent.  
Up to the revolution it had been 6-7 percent.

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